



MODES OF TRANSPORTATION a hundred years apart are pictured in this interesting photo taken years ago on a

special occasion at the Cedar City Airport. The oxen were owned by G.R. Parry and the ox skinner was Edwin Higbee.

Flying's Come Long Way in Fifty Years

By JESSIE NILSEN

Among the aviation pioneers in Utah County were Vern J. Carter and Delles F. Nilsen, Cousins, who flew a Lincoln Standard plane starting about 1926.

Vern made flying a business and taught students to fly in Lehi, Draper, Salt Lake, Ogden, and elsewhere. He was in the flying business until he died in August 1966 in Lehi.

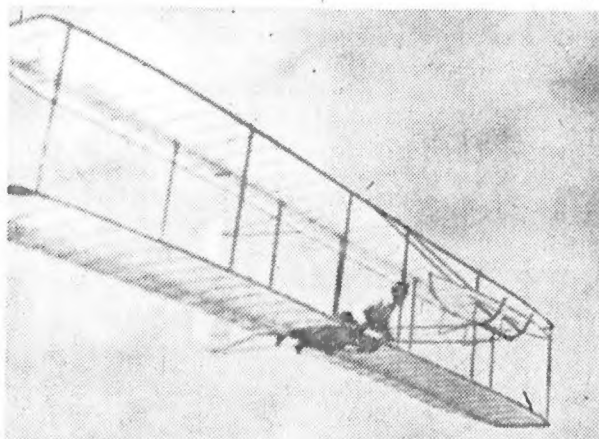
Delles, of Palmyra, earned his flight license by taking instruction from Vern. He flew until about 12 years ago — mostly as a hobby, but he logged many hours flying for fun and taking his family and friends for rides.

The two men noted many changes in aviation during the years. Some of these were reviewed recently by Bill

Devenish, veteran instructor at the Provo Airport: From the "stick" control to wheel control; fabric-covered planes to metal - covered; stronger construction; change of tandem seat arrangement to "side by side"; development of radio-controlled flying; water-cooled engines to air-cooled ones.

At the time Vern Carter and Delles Nilsen started flying, there were few regulations; pilots practically had the sky to themselves. Spins and loops were common — outlawed now for safety.

Runways, airport facilities — everything has been improved and revolutionized. Flight speeds have increased dramatically. Aviation has come a long way in the past 50 years indeed.



ORVILLE AND WILBUR WRIGHT'S modified number three glider was flown at Kill Devil Hill, N.C. in 1902, before Orville piloted a power-driven heavier-than-air machine a Kitty Hawk, N.C. Dec. 17, 1903. (Institute of Aerospace Sciences Photo)



AVIATION PLAYED a role in World War I action in Europe. Sketch from Funk and Wagnalls Company depicting American Cavalry of the Air in action.

